

THE CHINA TEA TRADE.—The total weight of tea exported from China direct to foreign

which figures the total has rapidly declined since 1880, when 2,200,000 pounds were exported. Great Britain, however, is still China's best customer for tea, notwithstanding the competition of Indian and Ceylon teas. Last year the foot alone 494,000 pounds, and with five ounces and dependent ones nearly 733,000 pounds. European and Asiatic Russia owning next to 585,000 pounds (of which over half was brick tea), and the United States third, with 238,000 pounds. The whole Continent of Europe, Russia excepted, only took 11,600 pounds direct from China. Of course much of the tea shipped to this country was re-

THE LEGISLATIVE COUNCIL.
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A meeting of the Legislative Council was held this afternoon. H. E. Major-General G. Digby Barker, O. B., Officer Administering the Government, presided; and there were also present: Hon. W. M. Goodman, Acting Colonial Secretary; Hon. A. J. Leach, Acting Attorney General; Hon. S. Brown, Surveyor General; Hon. J. H. Stewart-Leckhart, Registrar General; Hon. N. G. Mitchell-Lewis, Colonial Treasurer; Hon. P. Byrne, Hon. Ho Kai, Hon. J. J. Kewlick, Hon. T. H. Whitehead, and Mr. A. M. Thomson, Acting Clerk of Councils. Absent: Hon. O. P. Chater.

PAPERS Laid ON THE TABLE.

The Acting Colonial Secretary laid on the table a despatch from the Secretary of State relative to the appointment of a Chinese Consul in this Colony. The following minutes recommending the financial votes were also laid on the table:—

A vote of \$5,640, to cover certain increases to salaries, in excess of the Estimates for 1891.

A vote of \$3,800, the amount required for the printing and binding of 200 copies of a concise edition of Ordinances of Hongkong, from 1844 to 1890:—For printing and binding, \$2,200.00; To Mr. Leach, \$900.00; total, \$3,200.00.

QUESTIONS BY MR. WHITEHEAD.

Mr. Whitehead—Your Excellency, I rise to ask the three questions of which I gave

The Colonial Secretary—The first question asked by the hon. member is "What"

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Night Honorable the Secretary of State's Despatches dated 3rd April last, and, "What will be the result?" In reply I have the honour to inform you that the amount of the loan authorized by the Government is £756,985. The second question put is—

"Will the Honourable the Surveyor General lay upon the table a statement showing what has been done, and how much money has been spent up to date in connection with the reconstruction of the Praya Bridge over Bowington Canal at Happy Valley, for which the Council voted £33,000 in the Estimates for Extraordinary Public Works for 1891?" I may point out before answering the question that there are two distinct canals, one of which has with reference to the Praya Bridge over Bowington Canal and the other for the improvements on the Recreation Ground at Happy Valley. The iron work has been erected on the bridge over the former canal, and the amount expended to date is £15,000. The following sums have been expended on the improvement of the Recreation Ground at Happy Valley—during 1890 £5,072; up to 31st May, 1891, £4,113, giving a total of £9,185. The third question put is—

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the table a copy of their letter conveying the thanks of the Hongkong Government for the services rendered by the Chinese Admiral Fong and his Officers in tracking and bringing to trial and condoning the pirates of the famous Lamoo's gang. I am instructed by His Excellency to reply that it is not expedient, that it is unusual to lay on the table letters of this description, and the Government, see no reason to do so on this occasion.

THE GIMBING BELLS OF KOWLOON.

Mr Whitehead—Notwithstanding your Excellency's assurance at last meeting of Council that this question is exercising the mind of the Government, I have not thought it well to make the recollection of which I have given notice. It may seem hardly necessary to do so, but my object in bringing them forward in this Council is to help if possible to strengthen the hands of the Government by getting the public to know the facts of the case. The Hong Kong Press may safely be regarded as one of the greatest powers of the present age; and no doubt the local and other newspapers in China will warmly take up this most important subject, as gambling at Chinese tables is a very serious cause of annoyance and misdeeds to the Government and the Colony and must tend to render inoperative recent legislation in Hongkong against gambling. In this way the matter will come before H. E. the Governor

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Victory, and the ministers of the Foreign Office in Yamen at Peking much more simply and much more directly than through the usual diplomatic channel in which prolonged delay so often flourishes. I visited the Chinese Kowloon City two evenings ago with a number of Naval and Military officers, Hongkong Government officials and others. We were informed that the local Chinese authorities derive a revenue of about \$30,000. per annum from toler-

[illegible]

That the Government be requested to move the Chinese authorities with a view to the entire suppression of public gambling and gambling houses at Chinese Kowloon.

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[illegible]

Though not like the *Y. niger* ports, caught off from the world several months during the year by ice-bound coasts, Mongolian salmon is easily caught and the bulk of the catch is sold locally in a rarely seen on the steamer, but a reason leading to the *Y. niger* water. The reason for this is the high water and rapid rise of the river in the spring, and the high water near rains. After the opening of May or June, the China-bound cargo-boats leave Harbin, and cause liable to be caught on the river by the freshets, and it is only when the river has fallen in September that convoys again attempt to stem the swift current. Much has been said and written about the revolution that has taken place in trade because of this.

to Lookee. **老街** by steam at the season of high water. One round trip each was made by the *s.s. Lookee*; and the *s.s. Yung-tai* in the summers of 1883 and 1890 respectively. I am sorry that I cannot take now a favourable view of the prospect. When the *Yung-tai* was built, it was intended to be a steamship, built expressly for the purpose, had to use the old *Yung-tai* as a model, and was not fitted with her steam power to make headway against the flood, though carrying no cargo; that when loaded her carrying capacity is small, and that the *Yung-tai* is not fitted to make headway within the short period when there is a question about the depth of water, it is not an easy calculation to find out how many times she will make, and how much she will carry, and how much she will cost. Lookee each season. A greater impetus, it appears to me, would be given to trade

the jungle on the river banks were of the same order as the loss of the fish for the use of trawlers who were victimised, and the despoiling of narrow waterways in the most difficult rapids so as to clear away with portages at the season of lower water, for these are the most important and profitable fisheries here that, notwithstanding present unfavourable circumstances, at the Red River trade route is growing in favour and that new capital is being attracted.

But the reader here that I have come back on an expedition, I think, the reader will draw his own inferences from the statistics appended to this Report. It is but proper, however, to state in advance that the figures of the last year, 1889, are not yet published on the 24th August, 1890; it is a little soon to draw comparisons between the figures of the two years to estimate the

progress made, except to say that the collection of Evansville for the month of December 1939 was only one thousand sheets short of the whole collection for the 130 days of the previous year, showing a low high pulse of commerce was being realized. The season began at the opening of the coal mines.

FARGENT is unloaded by electricity. ELECTRICITY is to send a train "150 miles an hour."

By the time a man realizes that he is fool it is usually too late to return on the realization. *Indianapolis Journal.*

THE trouble with the young is that they do not do the old folks advice, but they have it. *as - at Haven, Idaho.*

Quotations.

HONGKONG, July 3, 1891.

OPTUM—New Patna, cash,	1,600/50	
" Old "	cash,	500/50
" New Benares, cash,	486/	
" Old "	cash,	472/
" New Malwa, cash,	430/	
" Allowance, cash,	14/50	
" Old Malwa, cash,	500/50	
" Allowance, cash,	16/48	
" Persian, July, cash,	380/40	
" Allowance, cash,	18/20	
" Perian, Paper, cash,	320/40	
" Allowance, cash,	16/35	

Exchange.

HONGKONG, July 3.

On London—

Bank, Wire, ...	3.25
Ou demand, ...	3.75
" 30 days' sight, ...	3.85
" 4 months' sight, ...	3.85
Credits, 4 ...	3.50
On Documentary, 4 months' sight, ...	3.75
On Paris ...	4.11
Ou demand, ...	4.11
Oredit, 4 months' sight, ...	4.10
On Berlin ...	3.90
Ou demand, ...	3.90
On New York ...	7.91
Ou demand, ...	7.91
Oredit, 60 days' sight, ...	8.01
On Bombay ...	2.25
Wire, ...	2.25
Ou demand, ...	2.25
On Calcutta ...	2.25
Wire, ...	2.25
Ou demand, ...	2.25

On Shanghai—		
30 day sight, private party	7 1/4	
Gold List, 100 days	\$32.00	
Sorelamo (Bank's buying rate)	6.64	
Temperature.		
(Taken at Messrs Falcener & Co's Premises, Queen's Road)		
Barometer—	29.68	
Do. 1 P.M.	29.65	
Do. 4 P.M.	29.64	
Thermometer—	82	
Do. 1 P.M.	83	
Do. 4 P.M.	83	
Do. (Wet bulb)	80	
Do. 1 P.M.	80	
Do. 4 P.M.	80	
Do. Maximum	84	

Do. Minimum over night 82

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloong shore k., and those in the body of the Shipping or midway between each shore are marked a., in conjunction with the figures denoting the sections.

Section.		Section.						
1. From Green Island to the Gas Works.		7. From Naval Yard to Blue Buildings.						
2. From Gas Works to Jardine's Wharf.		8. From Blue Buildings to East Point.						
3. From Jardine's Wharf to the Harbour Master's Office.		9. From Kollett's Island to North Point.						
4. From Harbour Master's to the P. and O. Co.'s Office.		10. Kowloon Wharves.						
5. From P. and O. Co.'s Office to Peddar's Wharf.		11. Jardine's Wharf.						
6. From Peddar's Wharf to the Naval Yard.								
Vessel's Name.	Engin.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Bongles	5	c Ferquhar	Brit. str.	1198	July 1	Gibb, Livingston & Co.	Kobe	6th inst.
Boranda	5	c General	Italian str.	1499	June 29	Carlowitz & Co.	Bombay, &c.	To-morrow
Chelydra	3	h Gass	Brit. str.	1874	June 23	Jardine, Matheson & Co.	Singapore	8th inst.
City of Peking	5	c Searle	Amer. str.	3129	June 27	P. M. S. Co.	San Francisco	7th inst.
Chava	3	c Roland	Ger. str.	674	June 27	Siemssen & Co.	Haiphong	To-morrow
Doria	4	c Raben	Ger. str.	771	June 27	Wielor & Co.		
Frejr	3	c Strand	Dan. str.	410	July 3	Arnhold, Karberg & Co.	Hoihow, &c.	
General Wexler	10	Blanka	Ger. str.	1820	June 30	Malchers & Co.		
Haiphong	5	h Harris	Brit. str.	1122	July 1	Douglas Steamship Co.	Coast Ports	To-day
Leo Selt	3	c Bouquet	Belg. str.	374	June 29	Messageries Maritimes	Haiphong	5th inst.
Doria	4	c Benson	Brit. str.	1020	June 27	Yuen Fat Hong	Satow	
Mennan	10	Dorff	Brit. str.	325	June 29	Butterfield & Swire	Sandakan	To-morrow
Namoa	5	h Goddard	Brit. str.	826	July 2	Douglas Steamship Co.		
Niobe	5	t Thomson	Ger. str.	1600	July 2	Siemssen & Co.	Yokohama	6th inst.
Nizam	5	c Langborne	Brit. str.	1616	June 19	P. & O. S. N. Co.	Singapore	To-morrow
Nizam	5	c Paxton	Fab. str.	2035	June 25	Dodwell, Carrill & Co.		
Peking	3	h Schulz	Ger. str.	954	July 1	Siemssen & Co.	Shanghai	To-morrow
Pilot Fish	1	h Stocani	Brit. tug.	11	H. K. & W. Doek Co.	Saigon	
Pollux	3	c Hellmers	Ger. str.	893	June 23	Malchers & Co.		
Tartar	2	c Dodd	Brit. str.	994	July 2	Butterfield & Swire		
Sungang	3	c Bailey	Brit. str.	1568	June 17	Dodwell, Carrill & Co.	Foochow	To-morrow
Telus	5	c Amundson	Brit. str.	1943	June 18	Mitsu Bishi		
Sailing Vessels.								
Calburga	8	c Douglass	Brit. bge.	1350	June 4	Russell & Co.		
Cambesdon	5	c Carland	Brit. bge.	1197	May 19	Russell & Co.		
Georgietta	5	h Katon	Amer. bge.	985	June 18	Master		
Hydra	5	c Christensen	Dan. bge.	788	April 27	Carlowitz & Co.		
Isaac Reed	5	c Wald	Amer. str.	1489	May 26	Russell & Co.		
Isaac Reed	5	c Oakes	Amer. str.	1235	April 28	Order		
Minnie G. Whitney	5	h Smith	Brit. bge.	1221	June 18	Jardine, Matheson & Co.		
Omego	4	c Brown	Amer. bge.	480	May 23	Master		
P. N. Blanchard	2	h Blanchard	Amer. bge.	1503	June 13	Captain		
Sara Mercedes	5	h Munsterg	Brit. bge.	245	July 4	Master		
Velocity	5	c Martin	Brit. bge.	491	May 26	Chinese		

Her Britannic Majesty's Ships on the China Station.

Name.	Rtg.	Tons.	Guns.	L.H.F.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Comd. Chas. H. Adak	Swaiho
Archo	cruiser	1770	—	—	Commander Ferris	Hongkong
Caroline	cruiser	1400	14	1440	Captain Clutterbuck	Hongkong
Egaria	surveying ship	740	—	—	Commodore A. M. Field	Borneo
Esa	g.-bl. 3rd class coast defence	363	3	340		in reserve
Firebrand	gunboat 2nd class	453	4	460	Lieut.-Com. Denison	Hongkong
Hyacinth	cruiser	1420	8	1150	Captain Robt. W. Craigie	Hongkong
Impregnable*	twin-screw battle ship	8400	10	10000	Captain Edward S. Fox	Nagasaki
Leander	gunboat 2nd class	4300	10	6500	Captain Burgess-Watson	Shanghai
Linnæa	gun-voes. 2nd class	755	5	1050	Commander V. A. Tisdall	Shanghai
Mercury	cruiser	3730	13	7200	Capt. Chas. J. Balfour	Shanghai
Panocok	gunboat 1st class	750	6	1300	Lieut.-Commander Ingram	Hongkong
Pigmy	gunboat 1st class	755	6	1300	Lieut.-Com. Hewitt	Canton
Plow	gunboat 1st class	735	6	1200	Lieut.-Com. E. G. Razon	Hongkong
Porpoise	steel torpedo cruiser	1170	2	9500	Commander R. W. White	Hongkong
Rattlesn	gunboat 1st class	715	6	1200	Lieut.-Com. J. G. Keigh	Sandakan
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. F. Wm. Freeman	Nagasaki
Severn	cruiser	4050	12	6000	Captain Hall	Shanghai
Soleat	torpedo mining vessel	150	—	—		Batavia
Swind	gun-voes. 2nd class	755	5	1010	Commander Robt. D. B. Bruce	Hongkong
Terr	g.-bl. 3rd class coast defence	353	3	340		in reserve
Victor	receiving ship	5157	14	—	Commodore K. J. Church	Hongkong
Wyvern	coast defence ship, armoured	2750	6	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 21, 35, 36, 37 and 38, first class; and 3 second class boats.

+ Expected shortly from Cape of Good Hope *Archer*, Steel Tor. Cruiser, 1,770 tons, 6 guns, 3,600 I.H.P., Com. John P. ...

Relief for Wanderer.

* Flagship of Vice-Admiral Sir Fred. W. Richards, R.C.N.B.

SECRET

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Nakhimoff	Russian armored cruiser	8060	22	8000	Captain Fedotof	Singapore
Albatross	Russian gunboat	200	—	—	Captain Paragou	Nagasaki
Alexandrine	German cruiser	3250	—	—	Captain Schmidt	Yokohama
Alliance	U. S. gunboat	615	—	—	Captain H. C. Taylor	Yokohama
Aragon	Spanish cruiser	1903	—	—	Captain A. Soler	On a cruise
Aspin	French gunboat	470	4	400	Commander Joutinet	Shanghai
Chasseur	French despatch- vessel	—	—	—	Captain Rigard	Saigon
Dia	Portuguese gunboat	718	—	—	Captain R. M. Gomes	Macao
Ilita	German gunboat	483	—	—	Captain Ascher	Hankow
Inconstant	French gunboat	800	—	—	Capt. de Jonquieres	Amoy
Konigs	Japanese cruiser	2340	—	—	Captain Hikata	Yokohama
Korymbos	Russian cruiser	1200	—	—	Captain Filiaef	Shanghai
Leipzig	German cruiser	3800	—	—	Captain Röttger	Yokohama
Lycos	French gunboat	485	4	425	Captain Mény	Tsouton
Mandjour	Russian gun- vessel	1160	9	1200	Captain Kaa	Shanghai
Mario	U. S. corvette	1300	6	1170	Commander Dyer	Kobe
Masaooy	U. S. ship	1378	8	1470	Lieut.-Com. M. L. Johnson	Nagasaki
Maucha	U. S. corvette	8400	12	1150	Capt. Cromwell	Yokohama
Pelo	U. S. gunboat	430	6	500	Lieut.-Com. Craig	On a cruise
Plurier	French gunboat	540	—	420	Lieut.-Commander Lapied	Haiphong
Reina Cristina	Spanish cruiser	3000	—	—	Captain Ingilieu	Manila
Rio Lima	Portuguese gunboat	649	—	—	Captain J. A. Santa Barbara	Tsoutong
Elronoh	Russian cruiser	908	1	1000	Commander Flakart	Saigon
Sophia	German cruiser	2100	—	—	Captain Herbig	Yokohama
Svalara	corvette	500	3	100	Commander John-McGowan	Kobe
Tyri	Portuguese gunboat	4500	—	—	Lieut.-Com. C. R. Caminha	Macao
Triumphante	French cruiser	4500	—	—	Capt. de Cornulier	Amoy
Vilars	French cruiser	484	4	425	Captain Thomas	Amoy
Vino	French gunboat	346	—	—	Commander Constella	On a cruise
Volturno	Italian gunboat	8000	—	—	Captain Roy	Shanghai
Wladimir Monomakh	Russian ironclad	70	21	400	Captain Potemzoe	Vladivostock
					Captain Hellhoff	Shanghai

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